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long since out of print and inaccessible. All of Gibbs is included in this volume; furthermore, all of every authority is here included, for Mr. Shaw knows the jargon with not only a facility but an appreciation which it is given to few to attain. For the first time it makes accessible the manuscript dictionary by Eells, the unavailability of which hitherto has been a source of regret. The arrangement of the material in long paragraphs is unfortunate; it does make the use of the work more difficult and the economy effected can scarcely have amounted to so much as a single signature in the whole volume.

It is not only as a proper tribute to the author that we venture the record that "Boston kumtuks hyiu lalang" shows that he is an American linguist. It illustrates to the curious the nature of the jargon, the first word English, the last French and two Nootka words between and each from a different dialect source.

W. C.

The Great Lakes. The Vessels that Plough Them: Their Owners, their Sailors and their Cargoes. With a brief History of our Inland Seas. By James Oliver Curwood. xvi and 227 pp., 72 Illustrations, Map and Index. G. P. Putnam's Sons, New York, 1909. \$3.50.

This book describes, in an interesting way, the commercial status of the Great Lakes. It is a story of great achievements; to some it will be a marvelous story, but to the majority of the people in this country, in touch with the mighty industrial movement and little inclined to be stirred to enthusiasm by such an array of facts, the detailed account of the ships and the cargoes will not bring any great amount of wonderment. At the same time, the development of the commerce of these inland seas, as pictured by the author, is astonishing even in this country of rapid growths.

The author introduces us to the work with a description of the ships which ply the waters of the lakes. Then in detail and with many figures are arrayed the cargoes; the ore and the ore mines, the lumber and the spoliation of the forest lands of Michigan, the wheat and the opportunities in the future development of the plains of the Northwest, and, finally, the passenger traffic. So attractive is the story up to this time that one resolves to take the lake trip at the earliest opportunity; but the author suddenly changes his mood and tells of disaster and tragedy and forebodes more serious trouble in the times to come when the waters become more crowded, until resolution weakens and one feels content to read about it. The writer in his enthusiasm deals somewhat in futures which do not add materially to the value of the book. The prophecies for Buffalo and Duluth which are presented to the readers sound more like extravagances than judgments.

The closing chapters of the book contain the story of the battles waged on and about the Lakes, beginning with the conflicts of the Indian tribes and ending with the war of 1812. The illustrations are many and attractive. To a large extent, the subjects are ships—the stages of construction, the processes of loading and unloading, voyages on the seas and tragic endings—but there are a few pictures which show the cities and resorts which border the Lakes.

R. M. B.

The Columbia River. Its History, Its Myths, Its Scenery, Its Commerce. By William Denison Lyman. 20 and 409 pp., 80 Illustrations, Map and Index. G. P. Putnam's Sons, New York, 1909. \$3.50.

This book of the American Waterways series will appeal more to the historian than to the geographer, more to the general traveller than to the careful observer. The author in writing the book had another object in mind than scientific investi-